

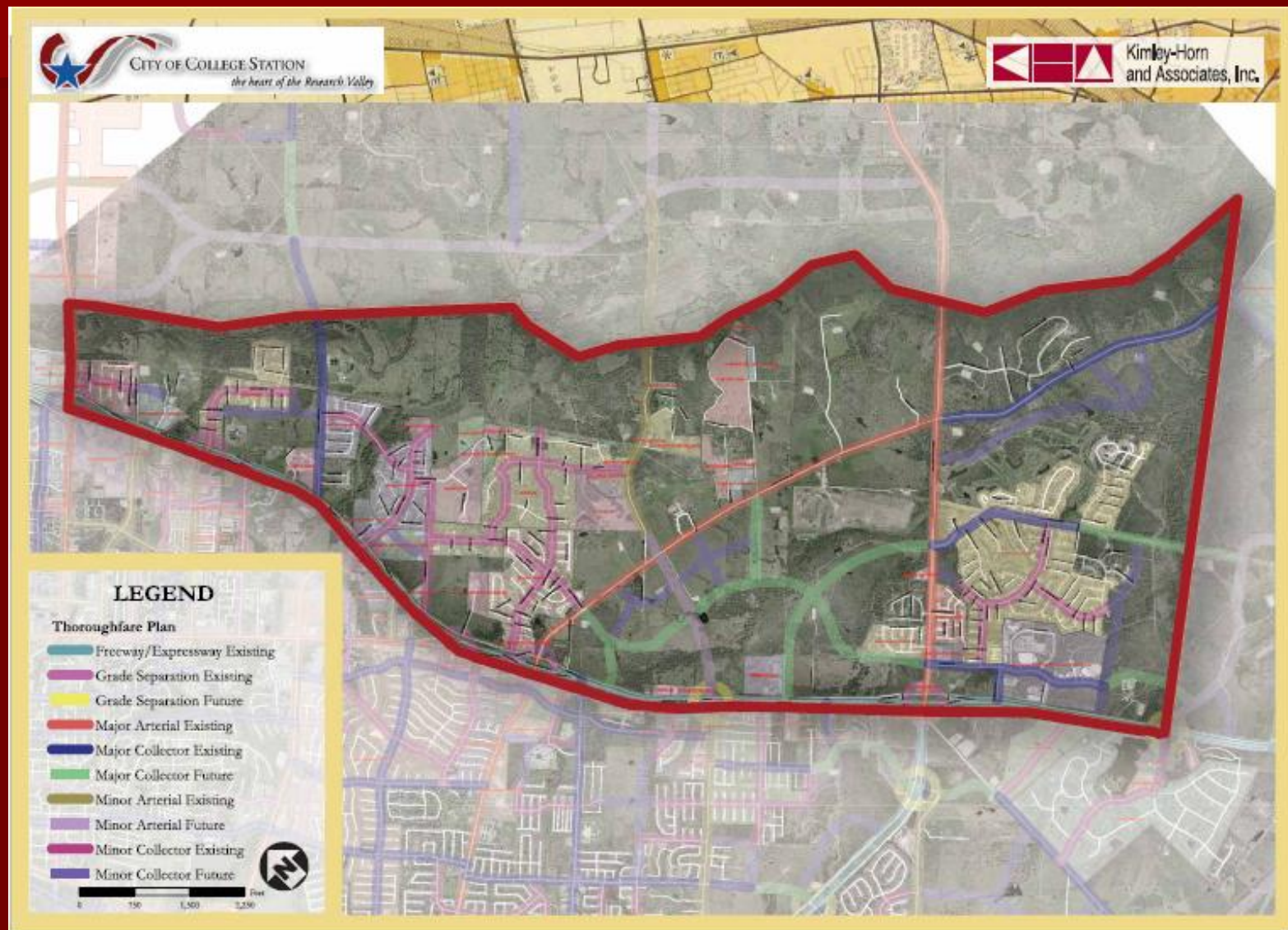
East College Station Transportation Study

Public Workshop
March 29th, 2006

Agenda

- Study Purpose
- Goals and Objectives
- Future Outlook
- Workshop
 - Issues and Needs
 - Roadway Improvements
 - Share your Ideas
- Next Steps
 - Develop 3 Scenarios from Workshop Input
 - Evaluate Scenarios

Study Area



Study Purpose

- Evaluate the existing College Station thoroughfare plan based on the implementation of the currently adopted land use plan
- Identify deficiencies in the thoroughfare plan and make specific recommendations related to the thoroughfare plan that will ensure the future mobility needs of east College Station

Project Tasks

- 1. Data Collection**
- 2. Initial Advisory Committee Meeting**
- 3. Initial Public Meeting**
- 4. Develop Transportation Plan Using Three Scenarios**
- 5. Evaluate Master Thoroughfare Plan**
- 6. Implementation Strategy**
- 7. Final Advisory Committee Meeting**
- 8. Final Public Meeting**
- 9. Draft Report**
- 10. Policy Meeting (s)**
- 11. Final Report**

Conflicting Goals and Objectives



Conflicting Goals and Objectives

Generally, the community wants:

- Traffic calming
- Slower speeds
- Landscaping and urban design elements
- Medians and cross walks

A typical agency wants:

- Consistent design standards
- Good levels of service
- Safe Roads

Finally what do the developers or land owners want:

- Make a profit
- Sell their product, usually by building quality
- More parking
- More flexibility

Advisory Committee Goals

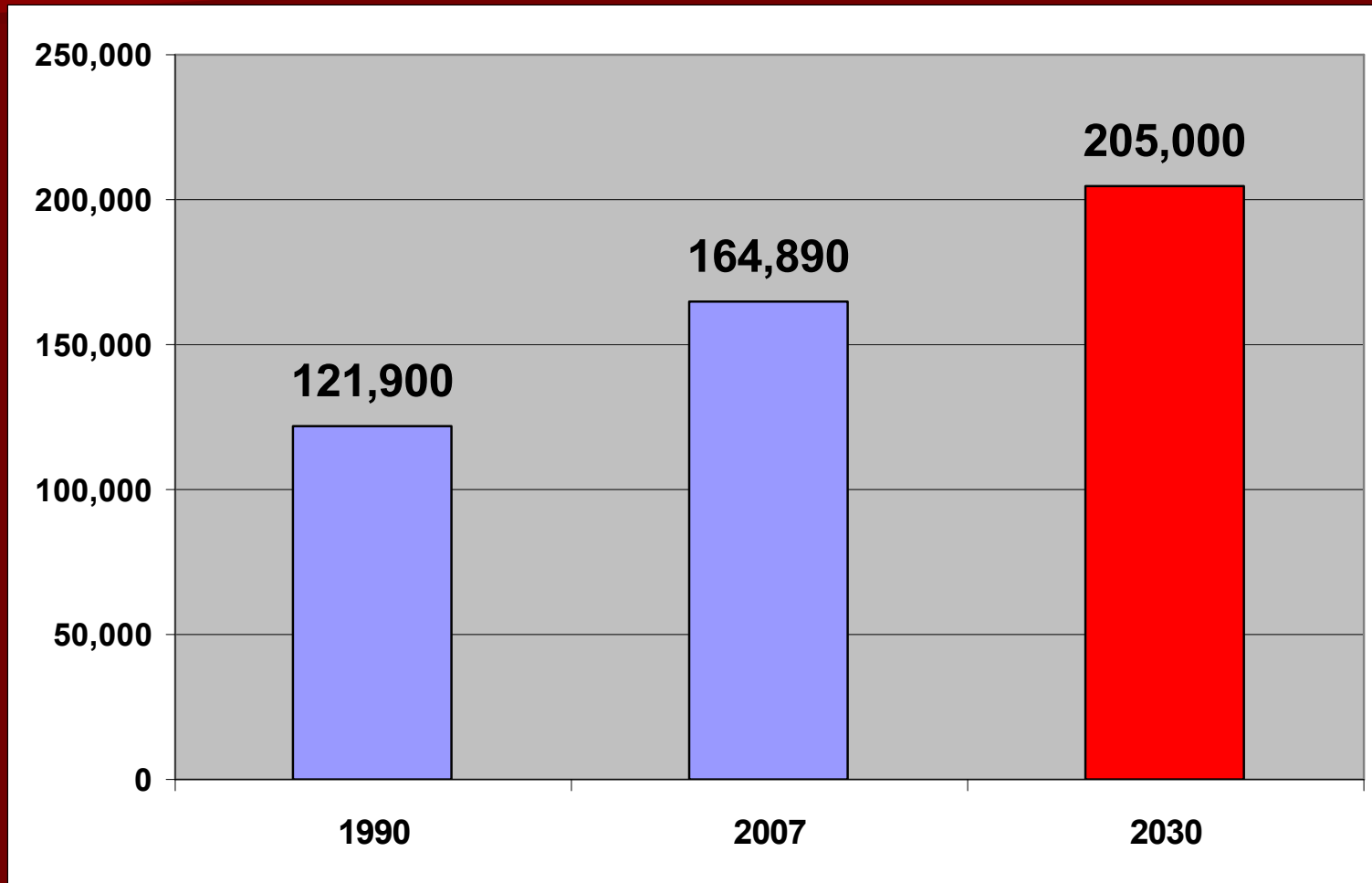
- To increase the compatibility between existing and planned land uses and the transportation system.
- To preserve mobility without negatively impacting existing neighborhoods with additional traffic.
- To plan for a multi-modal transportation system that addresses the needs of pedestrians, bicyclist and transit riders.
- To put in place an implementation plan that is phased in a manner to address mobility needs as land development occurs.
- To generate a plan that is both affordable and achievable.

Future Outlook

- Regional population growth
- Study area population growth
- Changing growth patterns

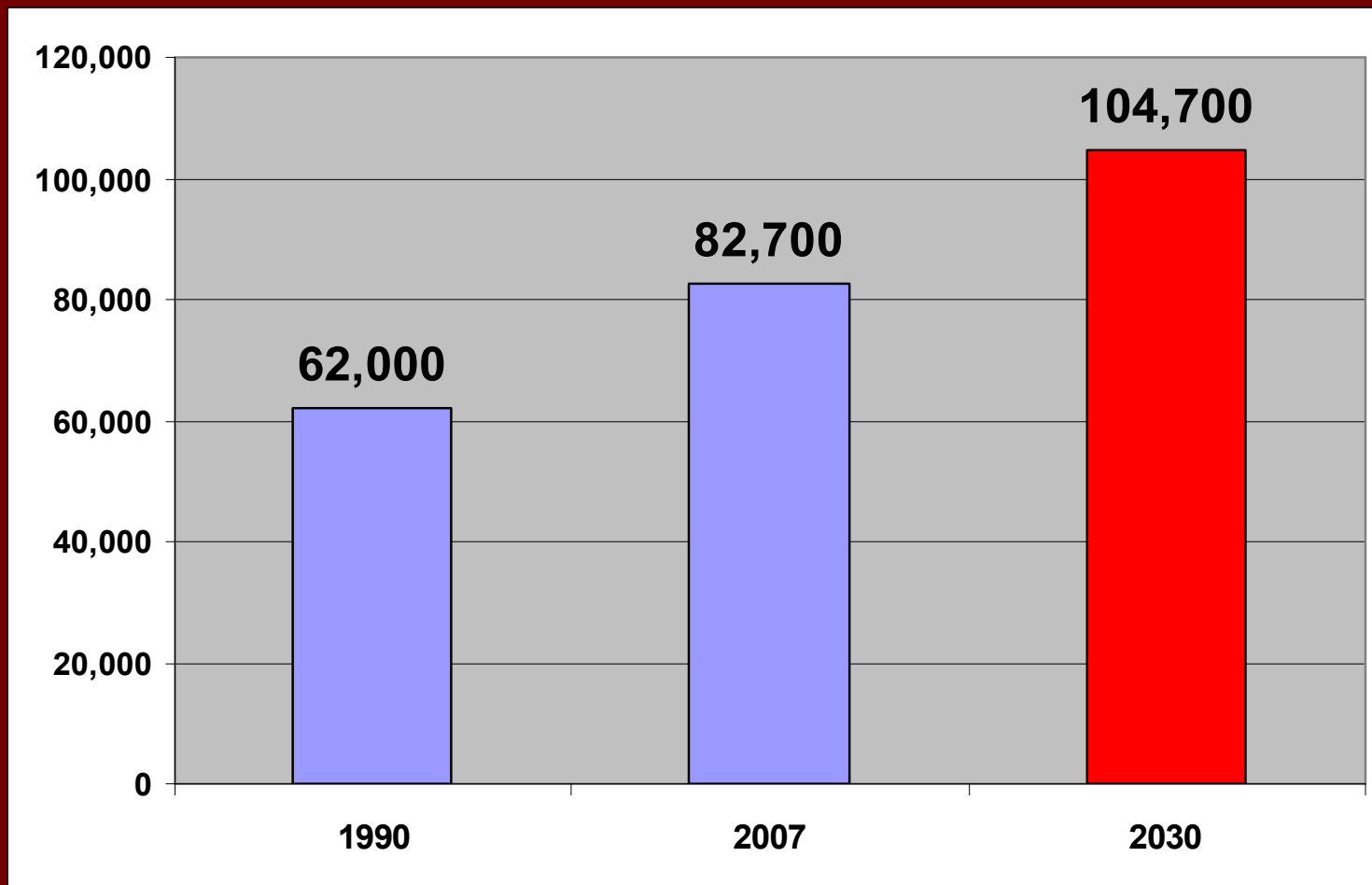
Population in the Region

- 42,990 people were added to the Brazos County Region between 1990 and 2007
- Expect another 40,000 people to move in by the year 2030

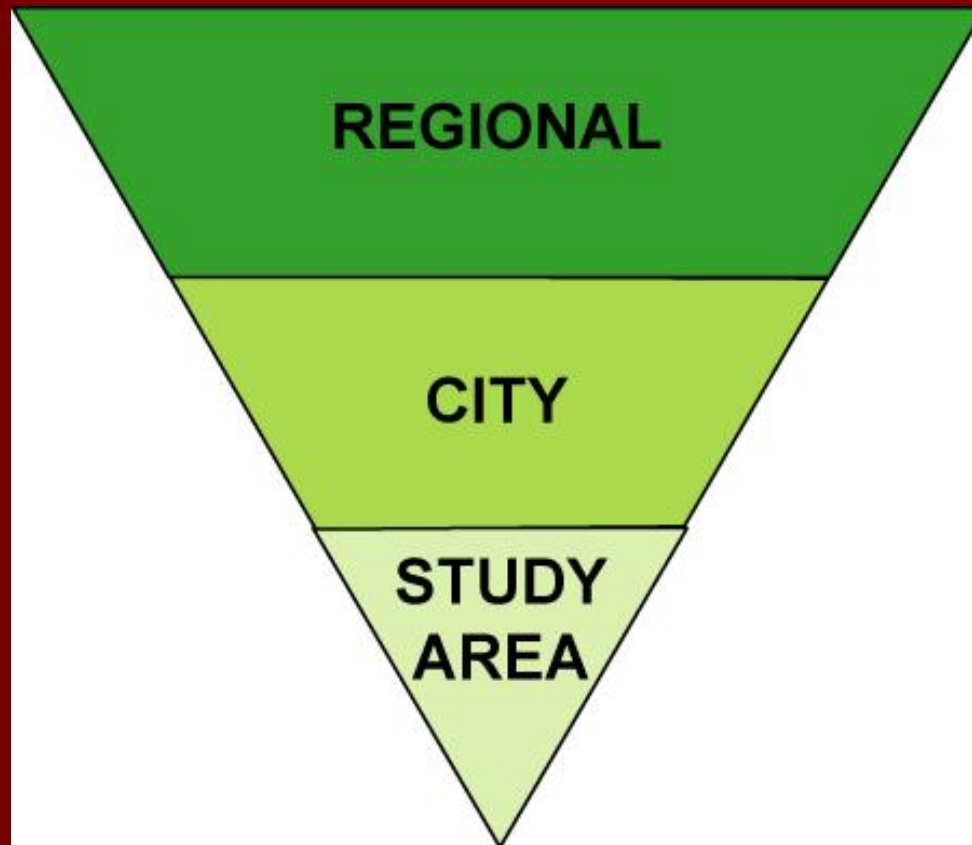


Employment in the Region

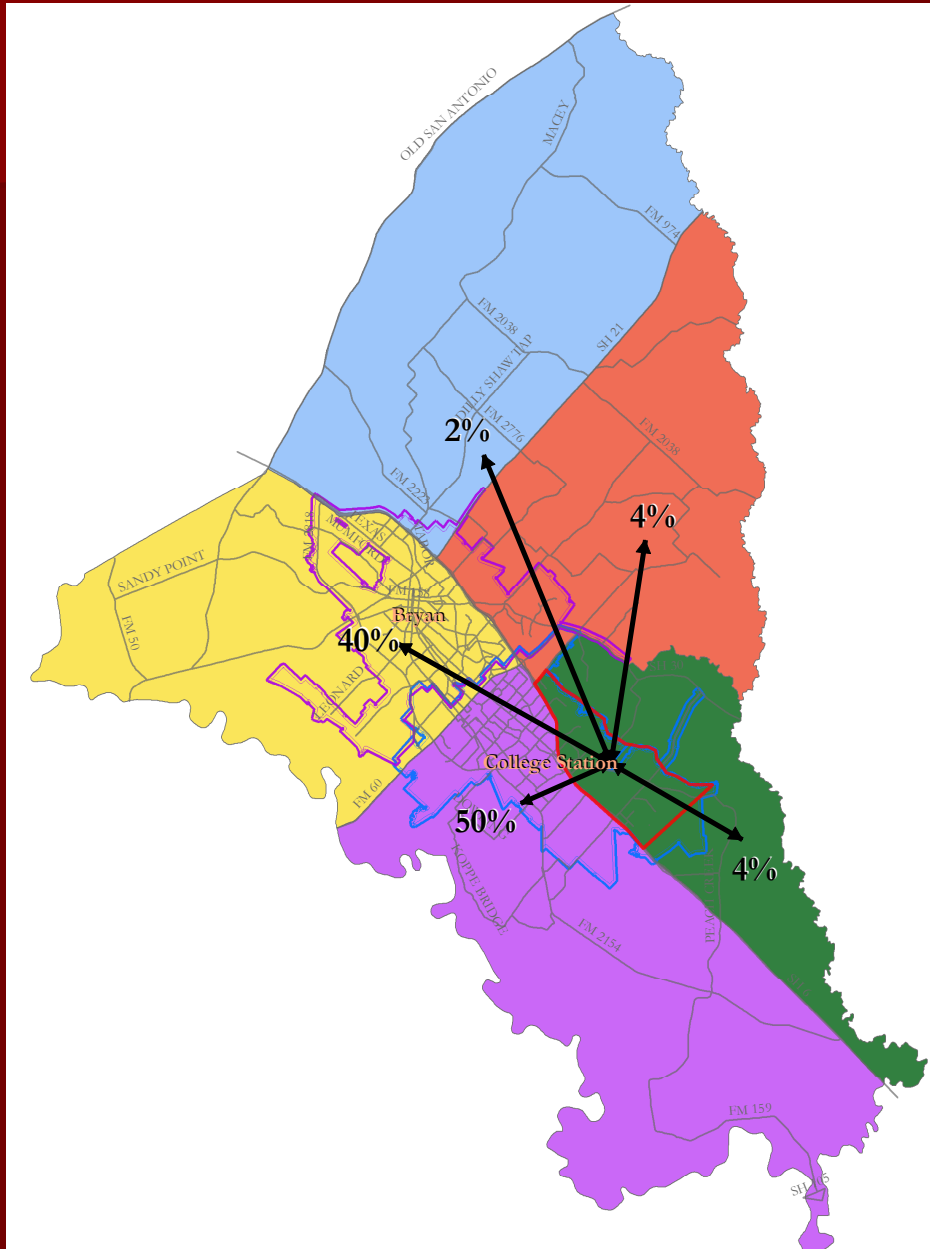
- 20,700 jobs were added to the Brazos County Region between 1990 and 2007
- Expect another 22,000 jobs by the year 2030



Study Area and the Region are Linked Together

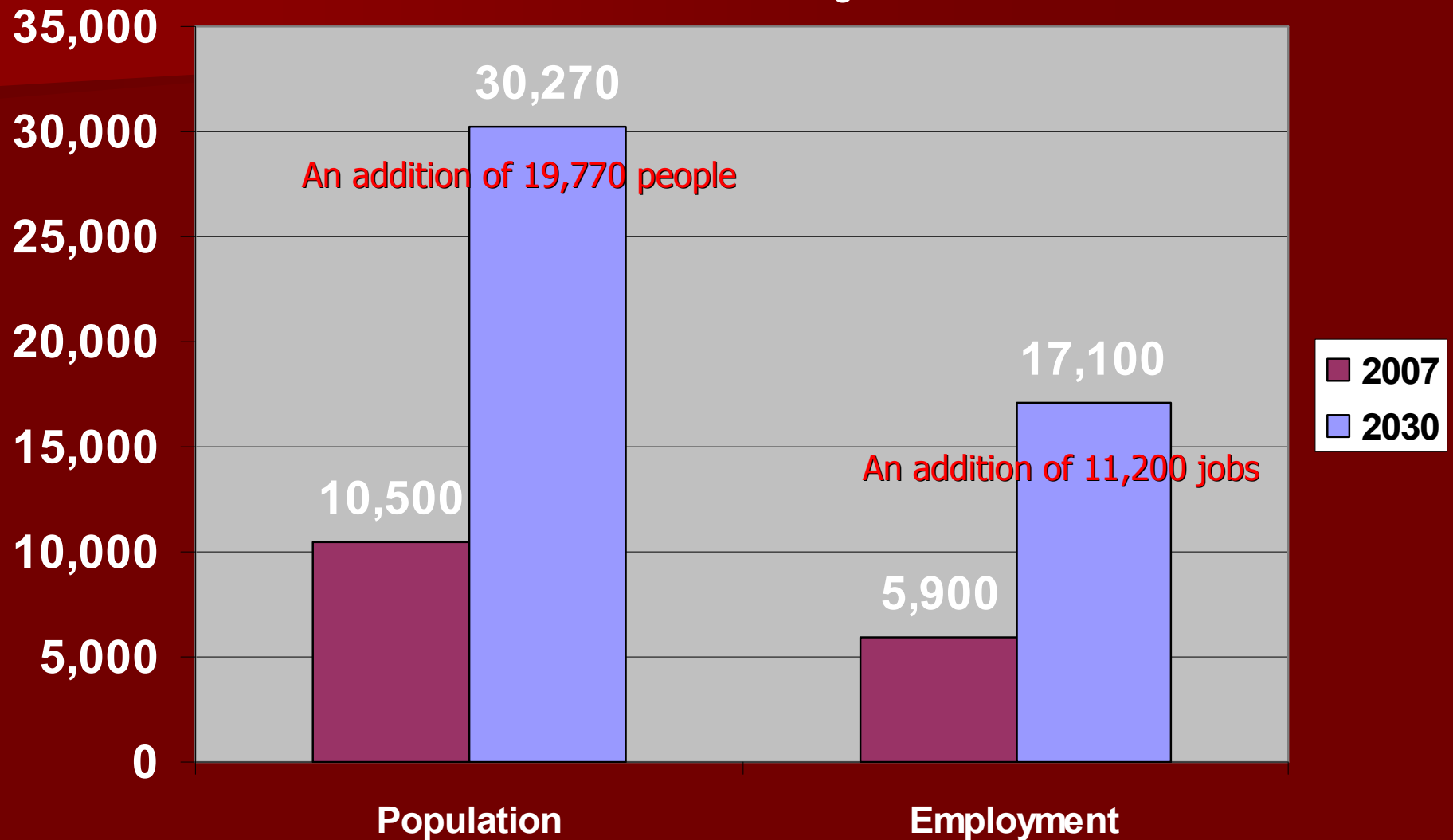


Current Trip Patterns

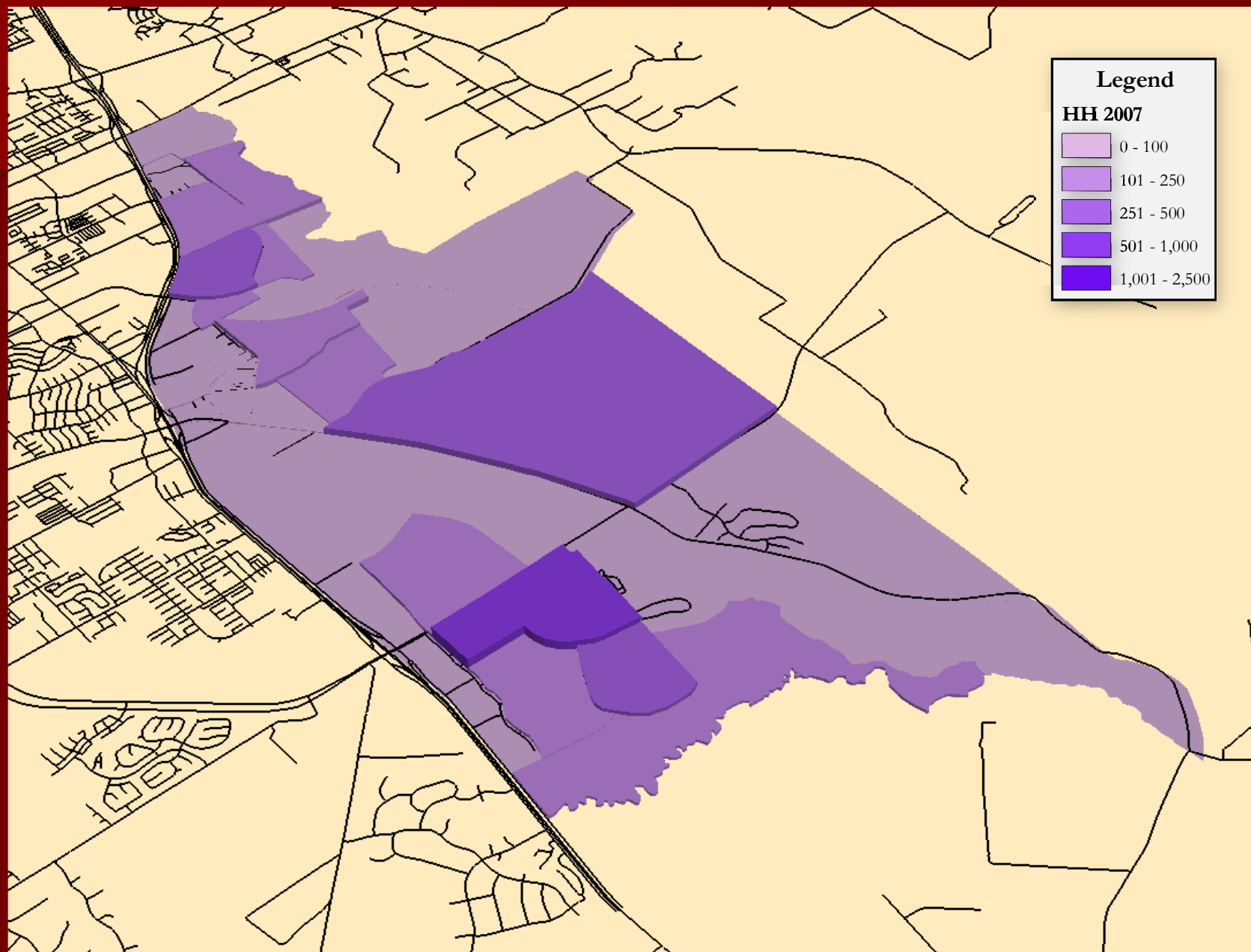


Study Area Population and Employment

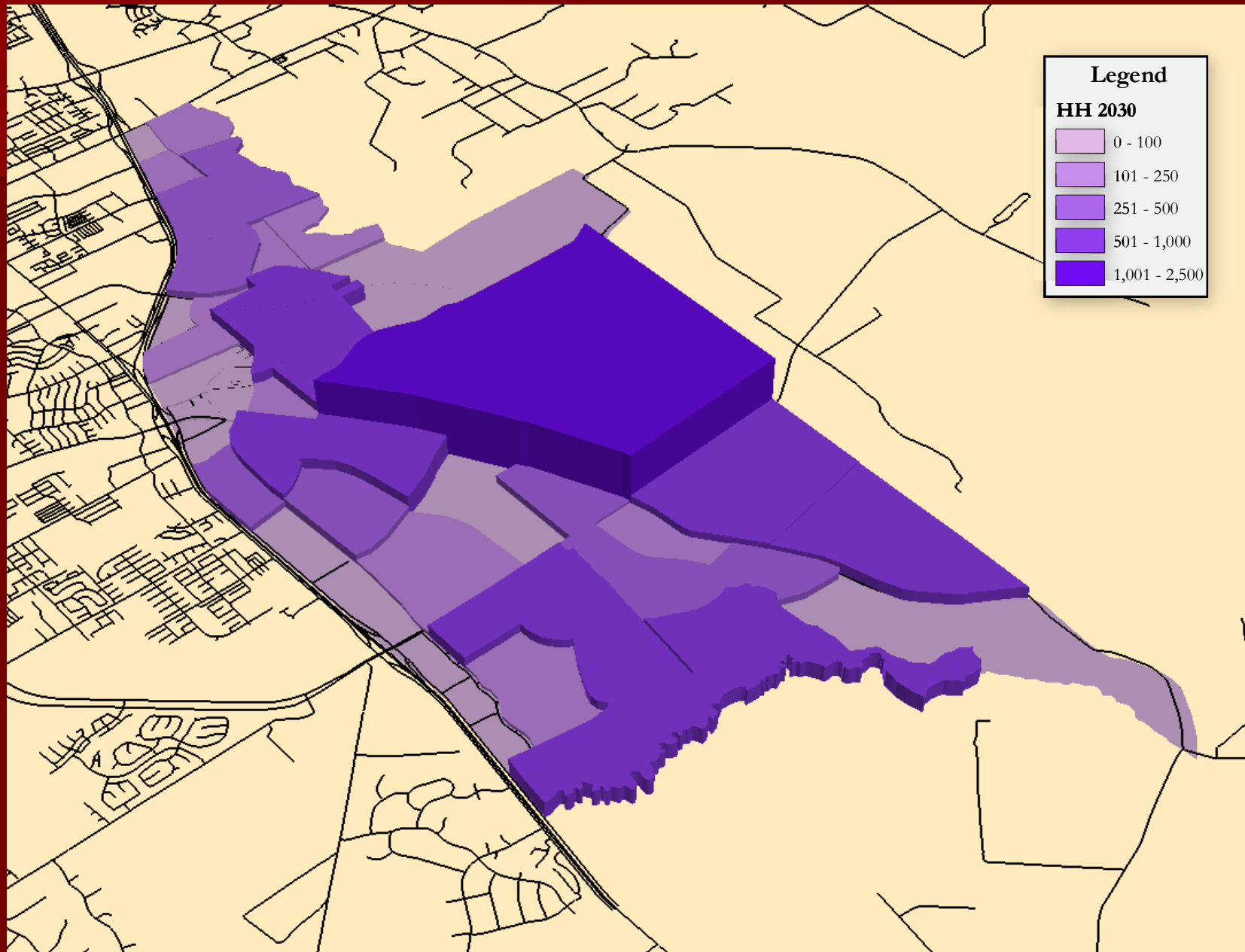
If you recall 22,000 jobs are being added Region-wide.



2007 Households



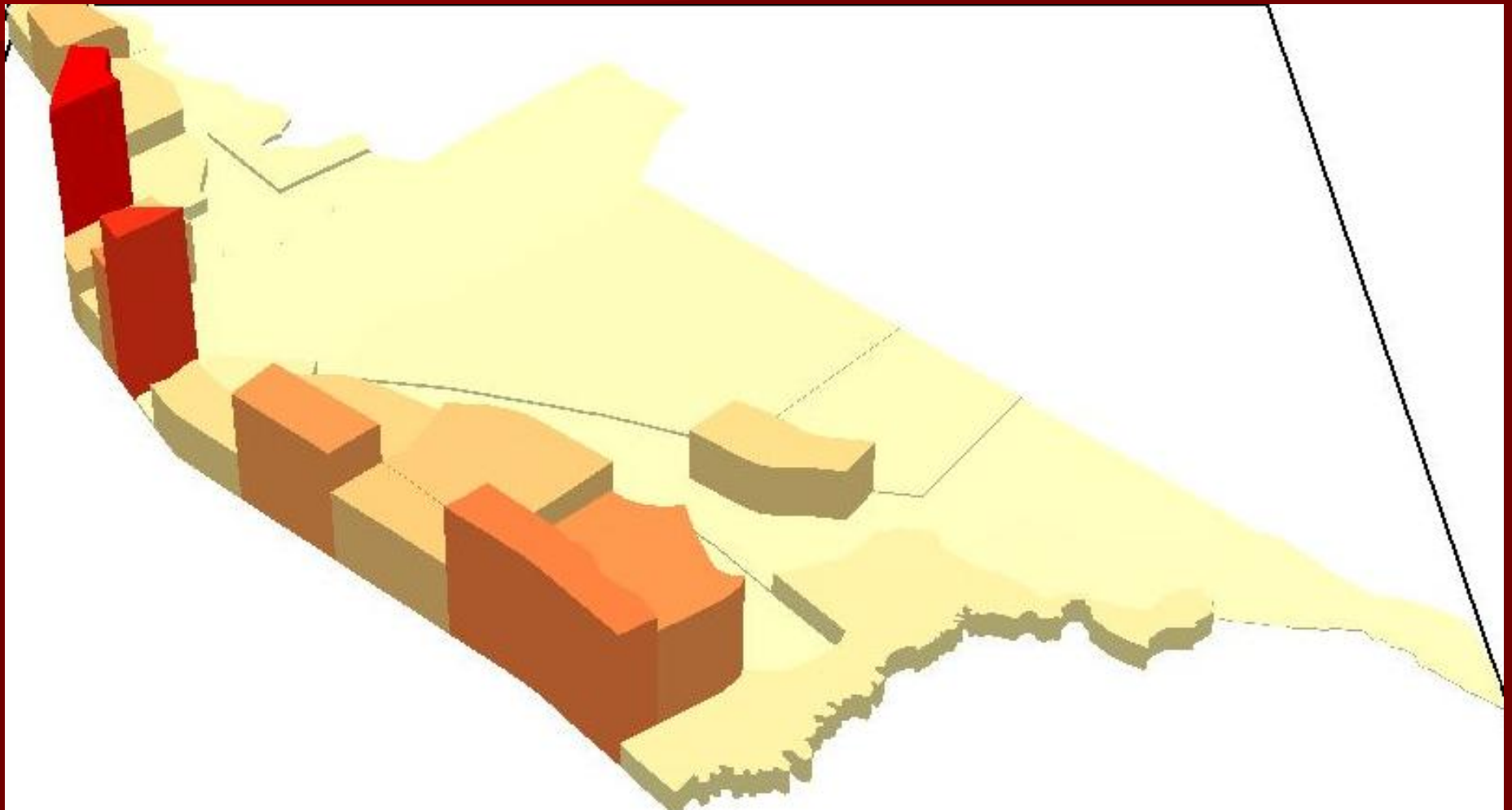
2030 Households



2007 Employment



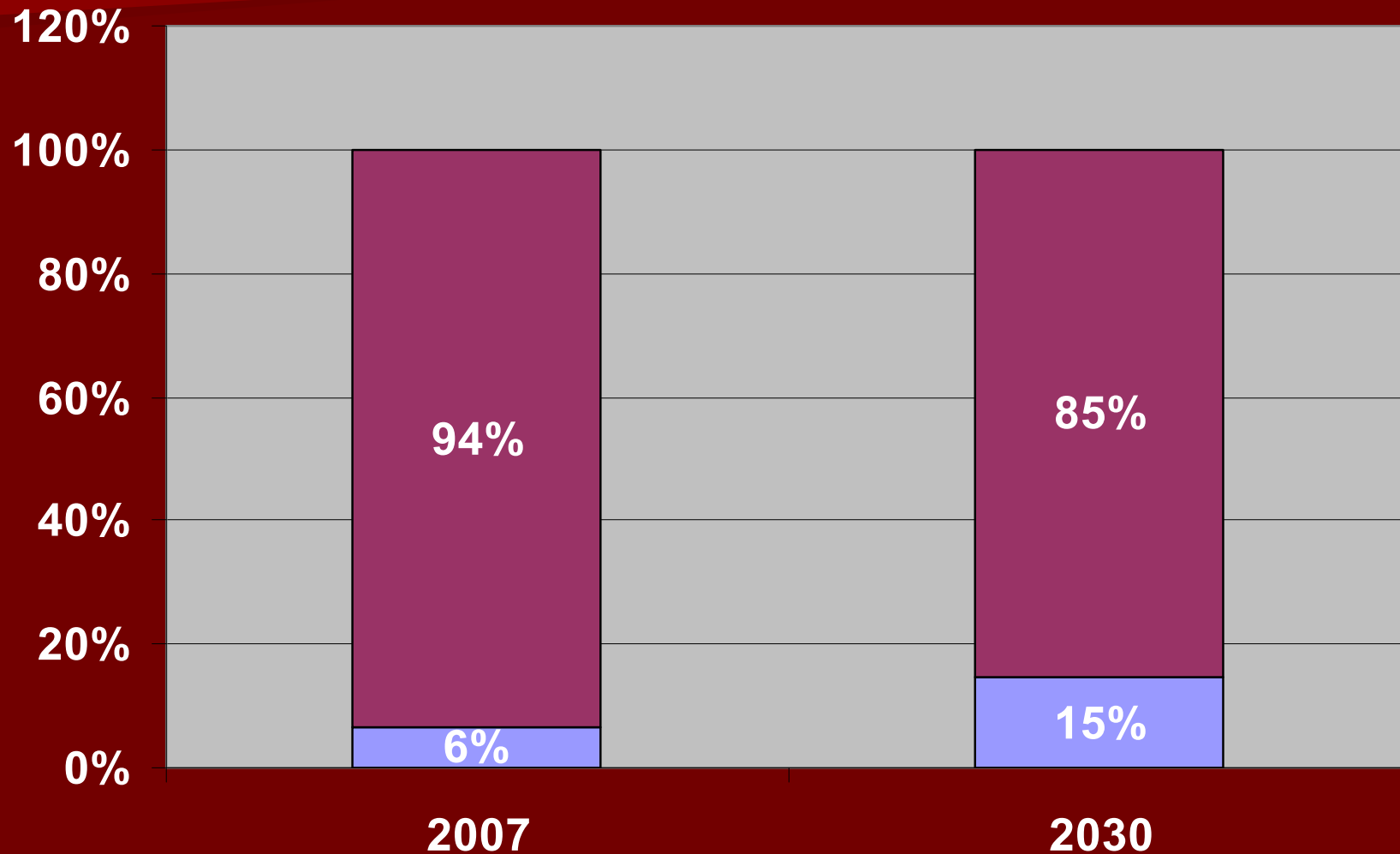
2030 Employment



Population is Shifting

■ In 2007 only 6% of the regions population is living in the study area

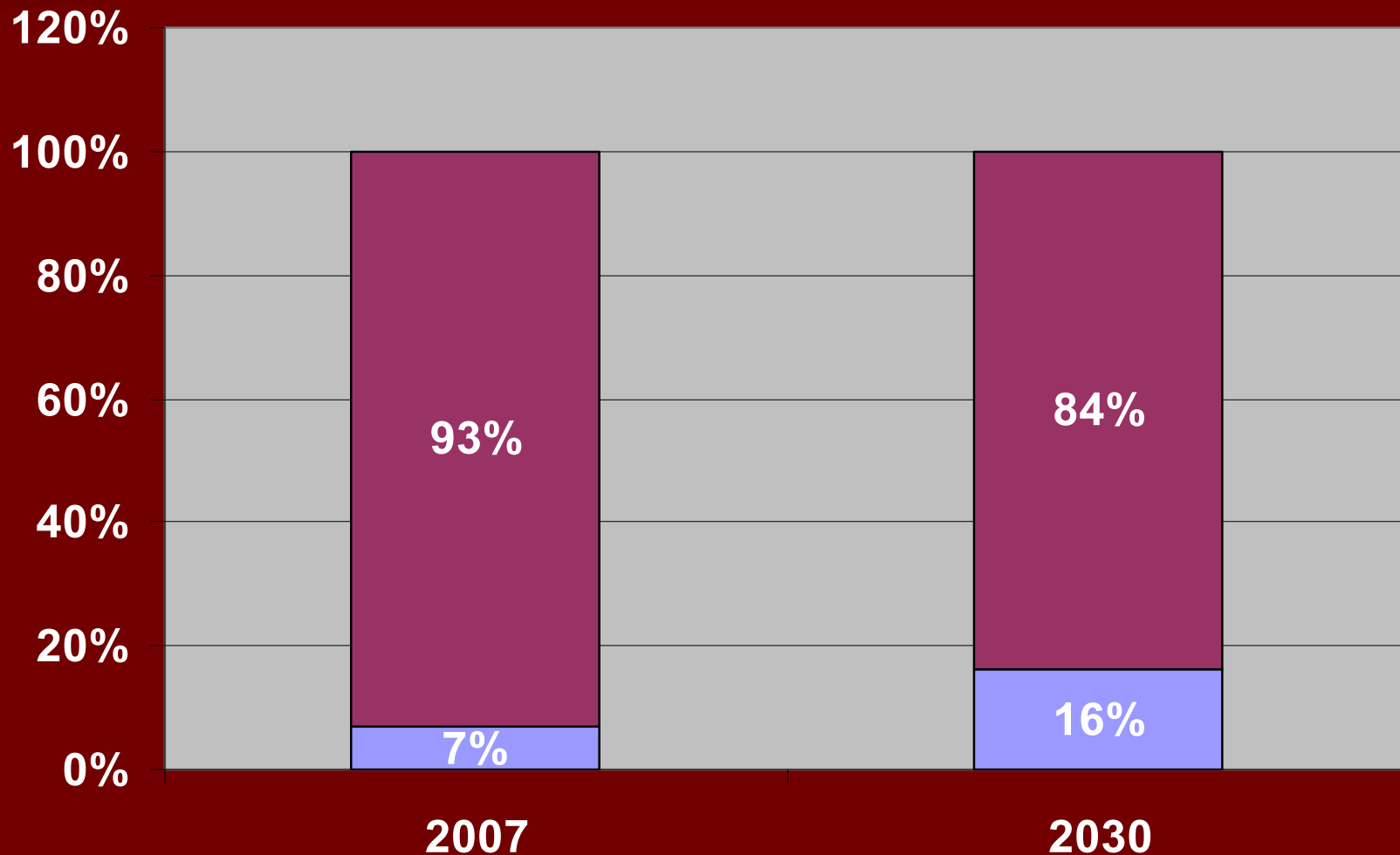
■ By 2030 15% of the regions population will be living in the study area



Employment is Shifting

■ In 2007 only 7% of the regions jobs are located in the study area

■ By 2030 16% of the regions jobs will be in the study area



Red is Congested

BCS36 NET
V/C RAT

Red is Congested

BCS96 NET	
V/C RATIO	

Opportunity to Make the Right Choices

- TxDOT has roadway improvement plans
- The City has plans to improve streets
- The MPO is planning and coordinating
- What are the right choices for this area?

Roadway Scenarios

- We are planning on developing 3 scenarios
 - Current thoroughfare plan
 - 2 others from your input
- We will evaluate all 3 and present the results at the next meeting
- One final scenario will ultimately be formed






Workshop – Instructions

Step 1 Place the dots on the map

- **Traffic Safety** should be placed in locations that you have experienced/witnessed automobile crashes, near misses or other safety issues such as speeding or red light/stop sign running.
- **Traffic congestion** indicates locations that have excessive travel delay. This could be at intersections, highway off-ramps or driveways.
- **Cut through** is concerned with your observation of traffic using residential or local streets to get to a destination that could be reached by a collector or arterial street.
- **Pedestrian/Bike improvements** should be placed at locations where improvements to the sidewalk network needs to be made, special provisions for bicyclist need to be addressed or improvements to traffic signal equipment should be considered.

Workshop – Instructions

Step 2 Develop your preferred Thoroughfare Plan

-  Highlight roads that should be constructed
-  Major Arterials, these are 4 to 6 lane roadways
-  Collector Roads, these are two lane roads
-  Local or Connector Roads, these are small two lane roads
-  Context Sensitive Design, these roadways need to be altered or improved to match the land uses

Workshop – Instructions

Step 3 Share Your Preferred Plan

- Elect a table spokesperson to share your plan

What's Next

- From public comments the team will devise 2 roadway scenarios
- Each scenario will be evaluated using our traffic models
- Bring back results to Advisory Committee on April 9th
- Have another Public Workshop on April 17th